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AGO ltr 29 Apr 1980

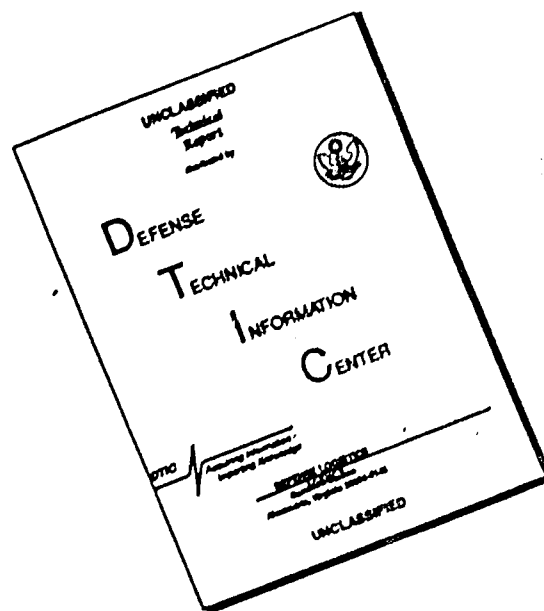
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (26 Feb 70) FOR OT UT 694103

13 March 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 48th Transportation Group, Period Ending 31 October 1969

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

1 Incl
as


ROBERT E. LYNCH
Colonel, AGC
Acting The Adjutant General

DISTRIBUTION:

Commanding Generals

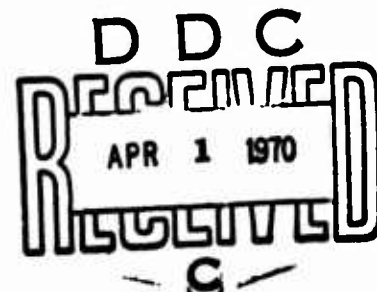
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DEPARTMENT OF THE ARMY
HEADQUARTERS, 48TH TRANSPORTATION GROUP (MOTOR TRANSPORT)
APO 96491

AVCA SGN AB CO

10 November 1969

SUBJECT: Operational Report - Lessons Learned 48th Transportation Group
(MT), Period Ending 31 October 1969, HCS CSFOR 65 (R-2)

THRU: Commanding Officer
US Army Support Command, Saigon
APO 96491

TO: Assistant Chief of Staff for Force Development
Department of the Army
ATTN: ACSFOR
Washington, D.C. 20310

SECTION I

OPERATIONS: SIGNIFICANT ACTIVITIES

1. COMMAND.

a. Command: Lieutenant Colonel Robert H. Schwarz assumed command of the 48th Transportation Group (MT) on 18 August 1969, vice Colonel Paul A. Swanson.

b. Visitors: Inclosure 1.

c. Annual General Inspections and Command Maintenance Management Inspections: Inclosure 2.

2. PERSONNEL, ADMINISTRATION, MORALE, AND DISCIPLINE.

a. Officer and enlisted personnel posture within the 48th Transportation Group has been relatively steady during this quarter. The previous quarter showed the Group operating with 86% of its authorized officer strength, 85% of its authorized warrant officer personnel, and 90% of its authorized enlisted men. This quarter's figures are as follows: 95% officer personnel, 88% warrant officer personnel, and 90% of its authorized enlisted strength.

FOR OT UT

694103

Inclosure

1

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10 November 1969

SUBJECT: Operational Report - Lessons Learned 48th Transportation Group (MT), Period Ending 31 October 1969, RCS CSFOR 65 (R-2)

b. Although the reenlistment program figures for the months of August and September were not too rewarding, a definite improvement has been shown for the month of October. Command emphasis is being placed at all levels and better results are expected for next quarter.

c. To enhance the morale and welfare of assigned personnel, the 48th Group swimming pool located in the 6th Battalion motor pool area has been reopened. A new liner was installed at an approximate cost of \$4,800. The pool is 100' long and 50' wide and has a capacity of 230,000 gallons of water. It will operate seven (7) days a week from 0900 hrs in the morning to 2100 in the evening. This has been a most wanted project within the Group and will prove to be worthwhile during the coming dry season for all personnel.

d. Task vehicle driver availability analysis for the quarter is attached as inclosure 3.

3. OPERATIONS:

a. Area of Operations: Inclosure 4.

b. Statistical Summary:

(1) Tonnage Hauled, By Type of Equipment and Class of Supply: Inclosure 5.

(2) Tonnage Hauled, By Type of Operation: Inclosure 6.

(3) Ton Mileage, By Type of Equipment and Operation: Inclosure 7.

c. Narrative Analysis:

(1) All elements of the 48th Transportation Group engaged in motor transportation operations in support of combat forces during all 92 days of the reporting period.

(2) Tonnage moved during the period decreased slightly, totaling 446,119 STON (4,850 STON per day), compared to 511,574 STON (5,560 STON per day) in the previous period.

(3) The favorable trend in ton mileage reported for the previous quarter continued, however. Ton mileage totaled 12,345,885 (134,194 ton miles per day) whereas the previous period reported 12,241,795 (133,003 ton miles per day).

(4) The decrease in total tonnage hauled is attributed to the elimination of the short haul but high tonnage operations at Vung Tau and Dong Tam. Driver shortages hampered operations during the quarter but increased commitments to the line haul areas resulted in a higher ton mile rate for the quarter, despite the reduction in tonnage.

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SUBJECT: Operational Report - Lessons Learned 48th Transportation Group (MT), Period Ending 31 October 1969, RCS CSFOR 65 (H-2)

The month of October marked a high point in 48th Group operations with the attainment of 4,477,595 ton miles, the highest number achieved by the Group in any single previous month since arriving in Vietnam three years ago. The assignment of an additional medium truck company from Pleiku, the 563rd, in September and the conversion of the 543rd Transportation Company (Light Truck) to a medium unit with assets from the 172nd Transportation Company (Medium), also in September, increased the Group's capability, despite the loss of the 319th Transportation Company (Light Truck) which redeployed to CONUS in August. The input of 125 additional M-127 semitrailers was of assistance as well.

d. Enemy Action: Enemy action during the quarter against our resupply convoys was confined in most instances to the Quan Loi/Lai Khe area of the 1st Infantry and 1st Air Cavalry Divisions. Major ambushes took place in this area on 12 August, 14 August, 20 August, 5 September, and 6 September on a 20 km section of Route QL 13 beginning 4 km north of Chon Thanh. Detailed accounts of these actions are contained in the 6th Transportation Battalion ORILL of 1 November 1969 (20 August, 5 September, 6 September ambushes) and the 7th Transportation Battalion ORILL of 7 November 1969 (12 August, 20 August ambushes). Only two mine incidents occurred this quarter, a reduction from the five of the previous report. Harassing sniper, RPG, and mortar fire continued to occur.

4. TRAINING AND ORGANIZATION.

a. Organizational Structure: Inclosure 8.

(1) The 319th Transportation Company (Light Truck) concluded preparations for redeployment to CONUS in accordance with Keystone Eagle directives and departed on 13 August 1969 for Augusta Georgia and inactivation.

(2) Personnel and equipment from the 172nd Transportation Company (Medium) arrived on 30 and 31 August from Cam Ranh Bay and were integrated into the 543rd Transportation Company (Light Truck). The 543rd was transferred with 172nd personnel and equipment from the 7th Battalion to the 6th Battalion on 1 September 1969. In September, the 543rd was converted from a light truck to a medium truck unit, utilizing the equipment and personnel from the 172nd, whose standard had been returned to CONUS.

(3) A Heavy Lift Unit (Provisional) was organized by authority of HQ, US Army Support Command, Saigon General Order Number 1349 dated 13 October 1969. With equipment and personnel drawn from other organizations within Saigon Support Command, the provisional unit was assigned to the 7th Battalion and commenced operations on 15 September.

(4) On 29 and 30 September the 563rd Transportation Company (Medium) arrived at Long Binh from Pleiku and was assigned to the 7th Battalion. Moved from Pleiku by authority of Headquarters, 1st Logistical Command, General Order Number 814, dated 10 October 1969, the unit was added to the 48th to augment our medium truck capabilities for port and beach clearance at Saigon and Newport.

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The unit relocated quickly and was operational by 1 October 1969.

b. Training: Training during the quarter consisted of refresher classes in basic military subjects, weekly command information presentations, formal OJT programs, and subjects of special interest. Subjects of special interest included vehicle maintenance for junior officers, proper procedures for engaging and disengaging from the S&P trailer, and deployment procedures for reaction forces. Continued emphasis was placed on weapons familiarization/qualification, particularly with the M-16 rifle and the M-60 machine gun, counter sapper techniques, and live fire artillery exercises. Despite personnel shortages and severely limited training time, a pertinent training program is being conducted through maximum use of integrated training and OJT.

5. INTELLIGENCE. None

6. LOGISTICS.

a. During the period covered by this report, this organization received a total of 277 vehicles. These included 125 S&P trailers, 60 5-ton tractors, 40 5-ton cargo dropsides, 2 3/4-ton trucks, 15 1/4-ton trucks and 35 semi-trailer reefer vans.

b. Five units of this organization underwent Command Maintenance Management Inspections during the quarter. All units were rated satisfactory. A material score of 95 and maintenance operations score of 91 recorded by the 10th Transportation Company were the highest scores achieved by any unit during the past two years.

c. Equipment from the 172nd Transportation Company (MT), a reserve unit now inactivated, was transferred to the 543rd Transportation Company (Light Truck). First Logistical Command directed that this unit be converted to a medium truck company. Permission was granted to turn in 2 1/2 ton cargo vehicles and to operate 5 ton tractors until the conversion was approved. Task equipment obtained from the assets of the 172nd Transportation Company is listed as follows:

- 53 - 5-ton tractors
- 101 - 12-ton S&P trailers
- 1 - 1/4-ton truck
- 1 - 3/4-ton truck
- 1 - 2 1/2-ton truck

d. The shortage of semitrailer landing legs continued to be critical during this period. It was determined that by making a bracket for the old style legs they could be used on new style trailers. A MWO has been prepared and forwarded to DA for adoption and authorization. The approval of this MWO will reduce the number of legs needed to be stocked by DSU.

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(MT), Period Ending 31 October 1969, RCS CSFOR 65 (R-2)

e. A critical shortage of 1100x20 tires and tubes was experienced by this Command during the quarter. A special Commanders Critical Items List (CCIL) was prepared for these items. To help alleviate this shortage, good tires were removed from retrograde vehicles and replaced by tires that were unserviceable.

SECTION II LESSONS LEARNED

COMMANDER'S OBSERVATIONS, EVALUATIONS, AND RECOMMENDATIONS

1. PERSONNEL: None.

2. INTELLIGENCE: None.

3. OPERATIONS:

a. Use of the M-127 12 ton Semitrailer.

(1) OBSERVATION: The recent assumption by the 48th Group of the mission to provide semitrailer support for port clearance operations in Newport and Saigon required this headquarters to re-evaluate its trailer control system. Although by medium truck company TO&E, 120 semitrailers are authorized for maintenance and operational control at the unit level, line haul operations in Vietnam necessitated the removal of the trailers from the unit level and consolidation under Group for maintenance and control. Maintenance of trailers became more difficult, however, since trailer abuse by the operator tended to increase with the removal of trailer responsibility from the unit commander. The nature of port clearance operations, with only local area requirements, permitted the reassignment of the semitrailers to the unit commanders. A distinct increase in trailer maintenance standards has been noted.

(2) EVALUATION: When the nature of truck operations permit, the assignment of semitrailers at the unit level tends to upgrade trailer maintenance standards and lessen trailer abuse.

(3) RECOMMENDATION:

(a) That semitrailers be assigned at the unit level for control and maintenance in port and beach clearance type operations if such operations are confined to a relatively small area.

(b) That semitrailers be maintained and controlled at Group level for line haul type operations where the control problem is difficult and trailers are dispatched to distant and varied locations.

SUBJECT: Operational Report - Lessons Learned 48th Transport Battalion (MT), Period Ending 31 October 1969, RCS CSFOR 65 (1-7)

b. The Control and Use of Chains and Chain Binders.

(1) **OBSERVATION:** The requirement to move by truck from the forward areas considerable amounts of retrograde highlights the necessity for possession of adequate amounts of chain and chain binders to secure the loads to the semitrailer beds. The obligation of the shipper to load, compounded by a scarcity of securing devices, results in only relatively small amounts of retrograde being returned from the forward areas.

(2) **EVALUATION:** To increase the shipments of retrograde cargo, this headquarters required its battalions to organize consolidated stocks of chains and binders. Upon receipt from a shipper of a request for securing devices to move retrograde, the convoy commander will provide to the shipper on an exchange basis the number of devices required. Upon return of the load to Long Binh, the driver will remove the chains and chain binders and return them to his battalion's consolidated stock. As a result of this system, a considerable increase has been noted in the amount of retrograde returned from the forward areas.

(3) **RECOMMENDATION:** That truck organizations form consolidated stocks of securing devices and establish an exchange system on a one for one basis with interested shippers.

c. Use of Task Drivers from other Organizations during Emergency Periods.

(1) **OBSERVATION:** During a recent strike of local national drivers employed by the civilian trucking corporation charged with port clearance at Newport and Saigon, it was necessary to immediately increase military truck assets to clear backed up cargo. Task driver shortages within the 48th Group had resulted in five ton light trucks available for commitment but without drivers. Qualified drivers from other Saigon Support Command units were therefore provided the 48th on a day and night shift basis for approximately three weeks to operate the five ton trucks. Drivers remained assigned to their parent organization but reported each day to the 48th for driving duties.

(2) **EVALUATION:** The drivers provided from other Saigon Support Command units reacted extremely well during the early stages of the port crisis. There was a sense of urgency and the novelty of "doing something different" resulted in high levels of performance. Gradually, however, as the days wore on, the sense of urgency lessened and the drivers decreased their performance levels. Control of personnel became difficult. Since the same driver rarely drove the same vehicle from day to day, the trucks gradually assumed a "borrowed" status and operator maintenance standards declined.

(3) **RECOMMENDATION:**

(a) That utilizing borrowed drivers during short periods of crisis is an effective means of increasing lift capability.

AVCA SGN AB CO

10 November 1969

SUBJECT: Operational Report - Lessons Learned 48th Transportation Group
(MT), Period Ending 31 October 1969, RCS CSFOR 65 (R-2)

(b) That drivers be furnished for a limited period of time only as their effectiveness declines rapidly after the early crisis period.

4. ORGANIZATION: None.

5. TRAINING: None.

6. LOGISTICS: None.

7. COMMUNICATIONS: None.

8. MATERIEL:

a. OBSERVATION:

(1) The 48th Group experienced an increase in engine failure of the 5 ton tractor M52A1 during this period. This vehicle is equipped with the "Mack ENDT 673" Turbo-charged diesel engine.

b. EVALUATION: It was determined that engine blow-by was the major cause for this failure. Engine blow-by is being caused by the wearing of the piston rings and cylinder sleeves due to abrasive material entering the intake system. The recently added pre-cleaner to the standard system caused improved filtration, but even with this system added, abrasive material was still entering the engine.

c. RECOMMENDATION: That a filter DX program be established during motor stables whereby the operator could exchange a dirty filter for a clean one. The dirty filter could then be cleaned during the day and be ready for DX at the next scheduled motor stables or scheduled service. Recommend that these filters be cleaned by using air pressure of 100 psi blowing inside out. Additional cleaning can be accomplished by tapping the filter lightly with the hands and using a clean damp cloth to wipe all dust and debris from in and around the filter container.

9. OTHER: None.

8 Incl

as

Incls 1 and 2 wd HQ, DA

Cy Furn:

2 - CINCUSARPAC, ATTN: GROP-DT

3 - USARV, ATTN: AVHQC-DST


ROBERT H. SCHWARZ
LTC, TC
Commanding


AVCA SGN GO 3 (10 Nov 69) 1st Ind
SUBJECT: Operational Report - Lessons Learned, 48th Transportation
Group (MT), Period Ending 31 October 1969, RCS CSFOR 65 (R2)

HQ, US Army Support Command, Saigon, APO 96491 20 NOV 1969

TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington D.C. 20310
Commanding General, 1st Logistical Command, ATTN: AVCA GO-MH,
APO 96384

1. Reference Section I, paragraph 6a, page 4. CONCUR. This head-
quarters continues to monitor and place emphasis on the replacement
of shortages in the command's line haul units. These units are given
priority of issue for this equipment.
2. Reference Section II, paragraph 3a, page 5. CONCUR. A consolidated
trailer transfer point has been established at Group for purposes of
pre and post inspections. The TTP provides organizational maintenance.
3. Reference Section II, paragraph 3b, page 6. CONCUR. Chain binders
have been an item in continual short supply. Recent receipts have
somewhat alleviated this situation. The use of strapping and banding
material has proven a satisfactory substitute in many instances.
4. Reference Section II, paragraph 8a, page 7. CONCUR. An attempt
is being made to support a filter DI program, but nonavailability of
air cleaner elements has precluded establishment.
5. Reference Inclosure 8, Organization Chart, HHD 6th Transportation
Battalion (TRK) and HHD 7th Transportation Battalion (TRK). NONCONCUR:
These battalions are organized under TOE 55-16F not TOE 55-16E.
6. Lessons Learned, observations and recommendations are concurred
in by this command with the exceptions above. A copy of this indorsement
has been provided the originating headquarters.

FOR THE COMMANDER:


MICHAEL D. HUSTON
CPT AGC
ASST AG

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AVCA GO-MH (10 Nov 69) 2d Ind

SUBJECT: Operational Report - Lessons Learned of the 48th Transportation Group for period ending 31 October 1969 MCS CSFOK-65 (R2)(U)

DA, Headquarters, 1st Logistical Command, APO 96384 18 DEC 1969

TO: Commanding General, United States Army, Vietnam, ATTN: AVHGC-DST
APO 96375

1. The Operational Report - Lessons Learned submitted by Headquarters, 48th Transportation Group for the quarterly period ending 31 October 1969 is forwarded.

2. Pertinent comments follow:

a. Reference item concerning use of tank drivers from other organizations during emergency periods, page 6, paragraph 3c. Concur with the concept. However, the decline in efficiency, which occurred after the crisis had eased, should be considered a command problem, and should not dictate the period of time during which drivers from other units may be used.

b. Reference item concerning the failure of M52A1 engines (Mack ENDT 673), page 7, paragraph 8. Concur. The filter DX program established by the 48th Transportation Group should increase the life of the 5 ton multi-fuel truck engine immeasurably. On 2 Nov 69, 1st Log Comd distributed (theater-wide) a special maintenance instruction letter concerning the care and maintenance of Mack diesel engines. This DX program was noted and highly recommended in this newsletter.

3. Concur with the basic report as modified by this and previous indorsement.

FOR THE COMMANDER:

TEL: LBN 4839

Thomas P. Hyle 21 Nov
C. D. STAFFORD
1Lt, AGC
Asst Adjutant General

CF:
USASUPCOM, SGN
48th TC Gp

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AVHOC-DST (10 Nov 69) 3d Ind

SUBJECT: Operational Report-Lessons Learned 48th Transportation Group
(MT) Period Ending 31 October 1969, RCS CEFOR-65 (R2)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 116 JAN 1970

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,
APO 96558


1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1969 from Headquarters, 48th Transportation Group (Motor Transport) and comments of indorsing headquarters.

2. Comments follow:

a. Reference item concerning "The Control and Use of Chains and Chain Binders", page 6, paragraph 3b and 1st Indorsement, paragraph 3; concur. Truck organizations should form consolidated stocks of securing devices and establish an exchange system on a one for one basis with interested shippers.

b. Reference item concerning "Material", page 7, paragraph 8 and 1st Indorsement, paragraph 4 and 2d Indorsement, paragraph 2b; concur. Action is being taken at this time to provide an adequate stockage level of several types of air and oil filters. This increased stockage should provide enough air filters for more frequent filter changes and a filter DK program for units desiring such a program.

FOR THE COMMANDER:


C. E. MICHELS
MAJ, AGC
Assistant Adjutant General

Cy Furn:
48th Trans Gp
1st Log Cnd

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GPOP-DT (10 Nov 69) 4th Ind

**SUBJECT: Operational Report of HQ, 48th Transportation Group (MT)
for Period Ending 31 October 1969, RCS CSFOR-65 (R2)**

HQ, US Army, Pacific, APO San Francisco 96558 28 JAN 70

**TO: Assistant Chief of Staff for Force Development, Department of the
Army, Washington, D. C. 20310**

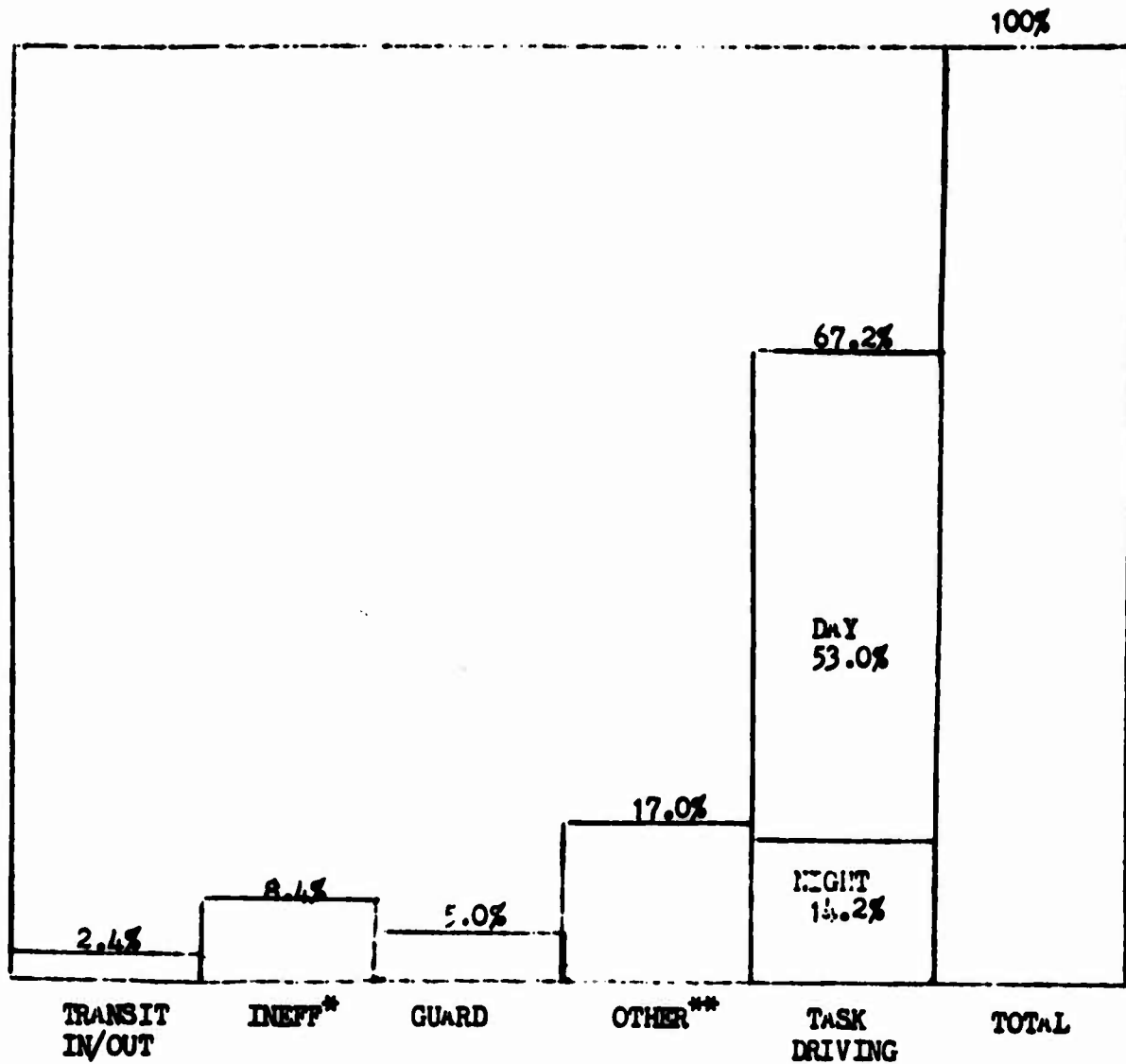
This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:



**C. L. SHORTT
CPT, AGC
Asst AG**

DRIVER AVAILABILITY ANALYSIS
(% of Assigned)
FOR QUARTER ENDING 31 OCTOBER 1969



* Leave, R&R, Sick, Hosp, Etc.

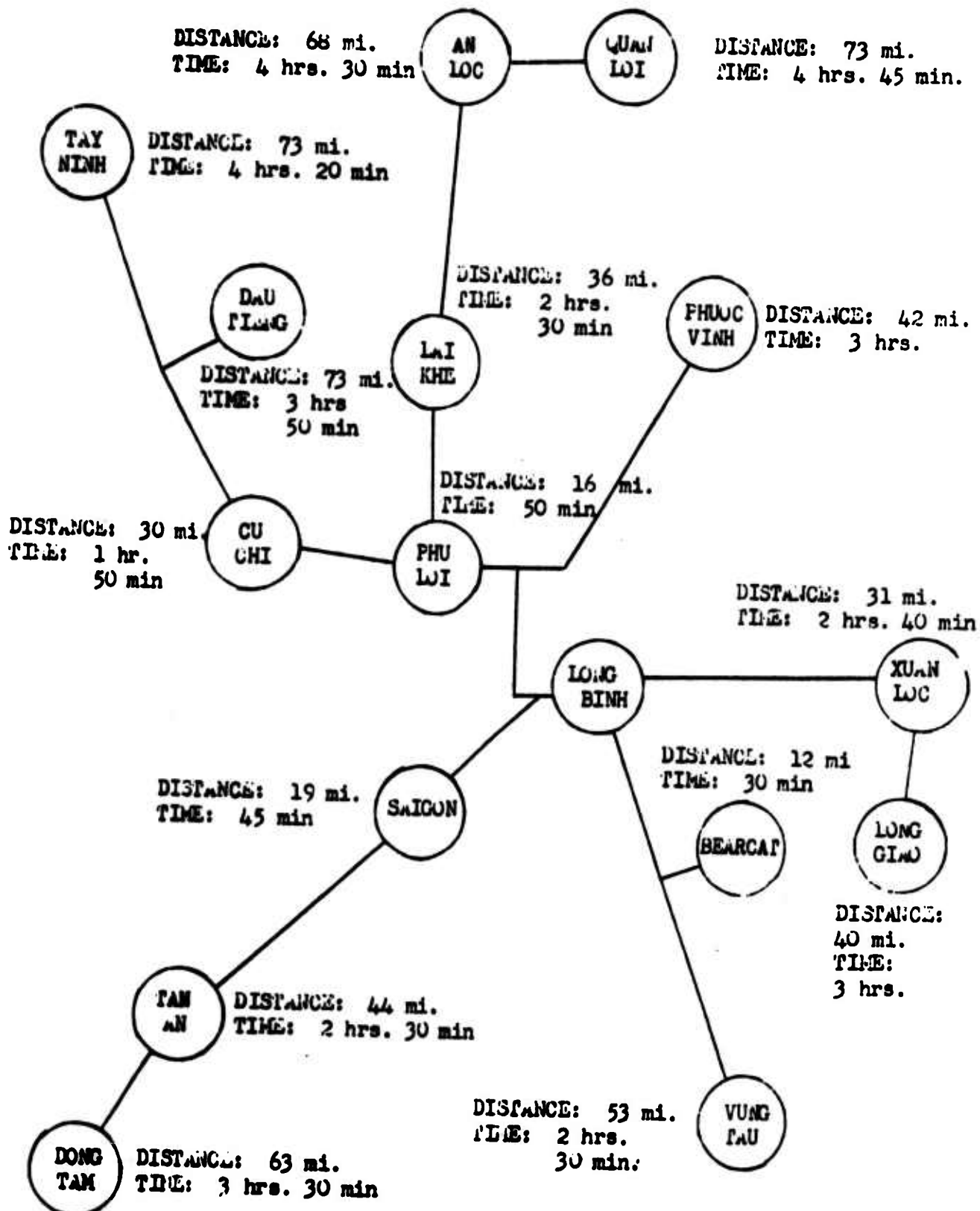
** Dispatchers, Admin Drivers, TTP, Tire Repair, Shotgunners, Etc.

Incl 3

DEPARTMENT OF THE ARMY
HEADQUARTERS, 48TH TRANSPORTATION GROUP (MOTOR TRANSPORT)
AFO US Forces 96491

Distances and Times to Convoy Destinations*

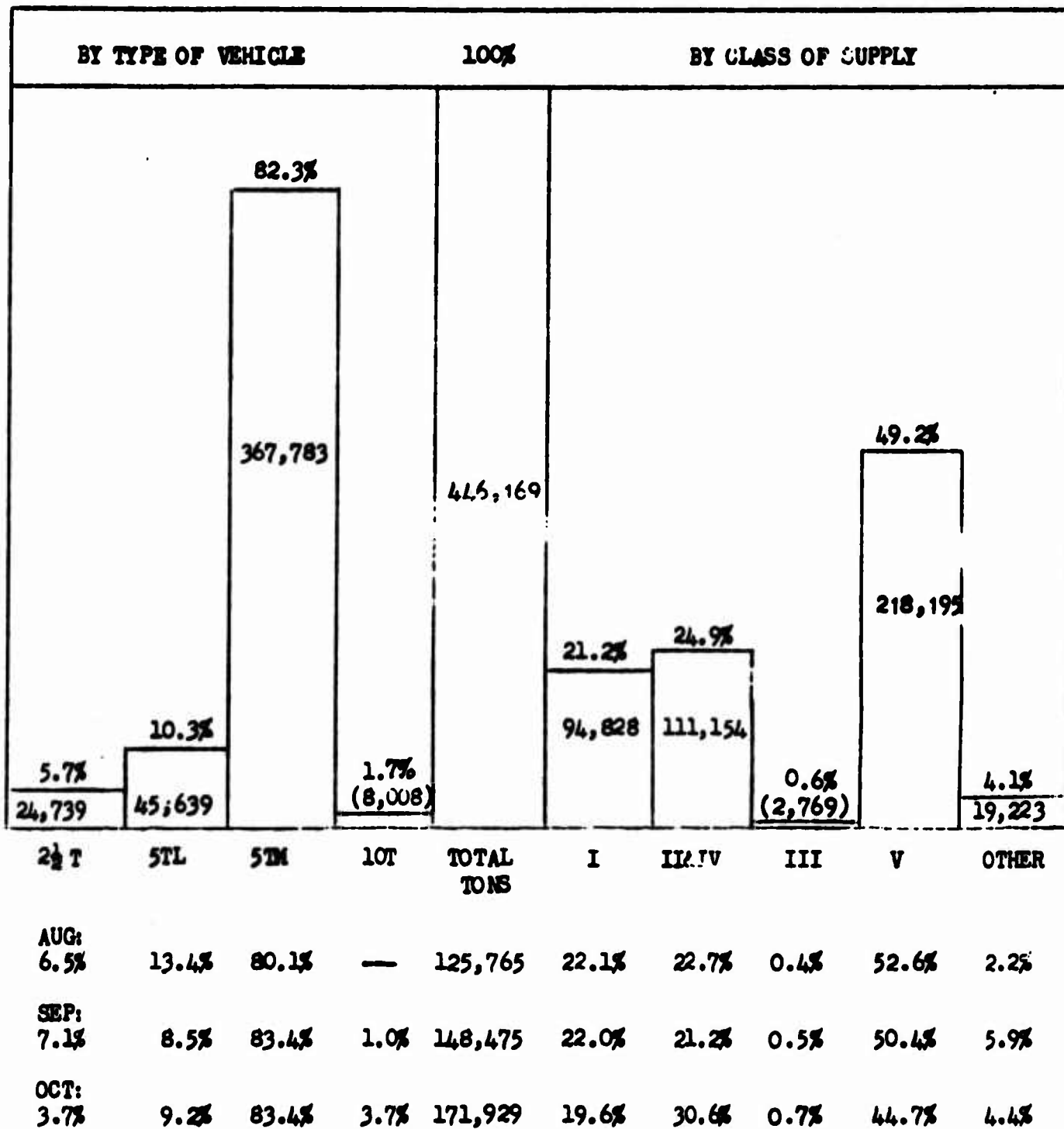
9 November 1969



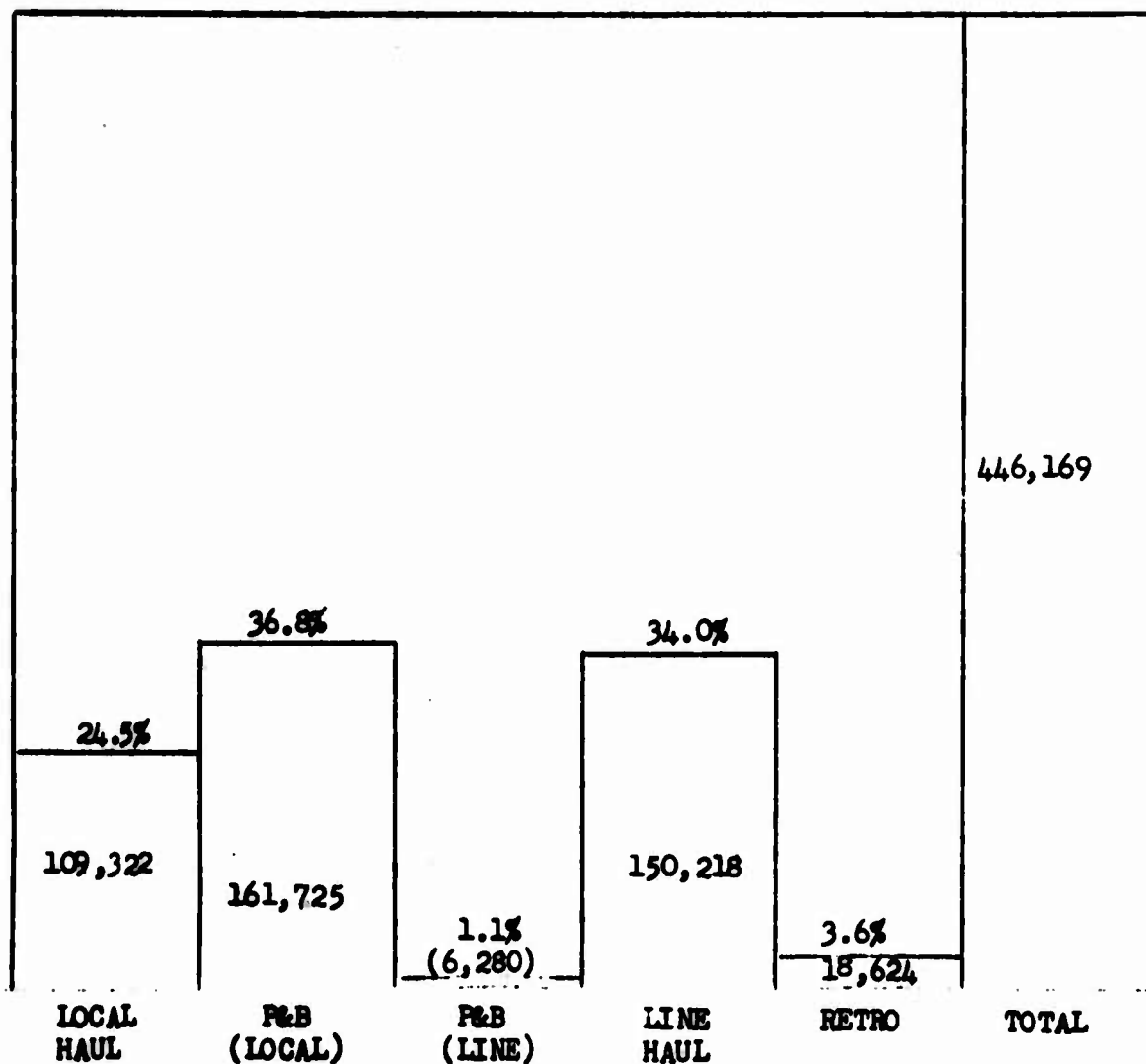
Incl 4

* These are planning data based on operational averages and current routes (15 March 1969).

**TONNAGE HAULED
FOR THE QUARTER ENDING 31 OCTOBER 1969**

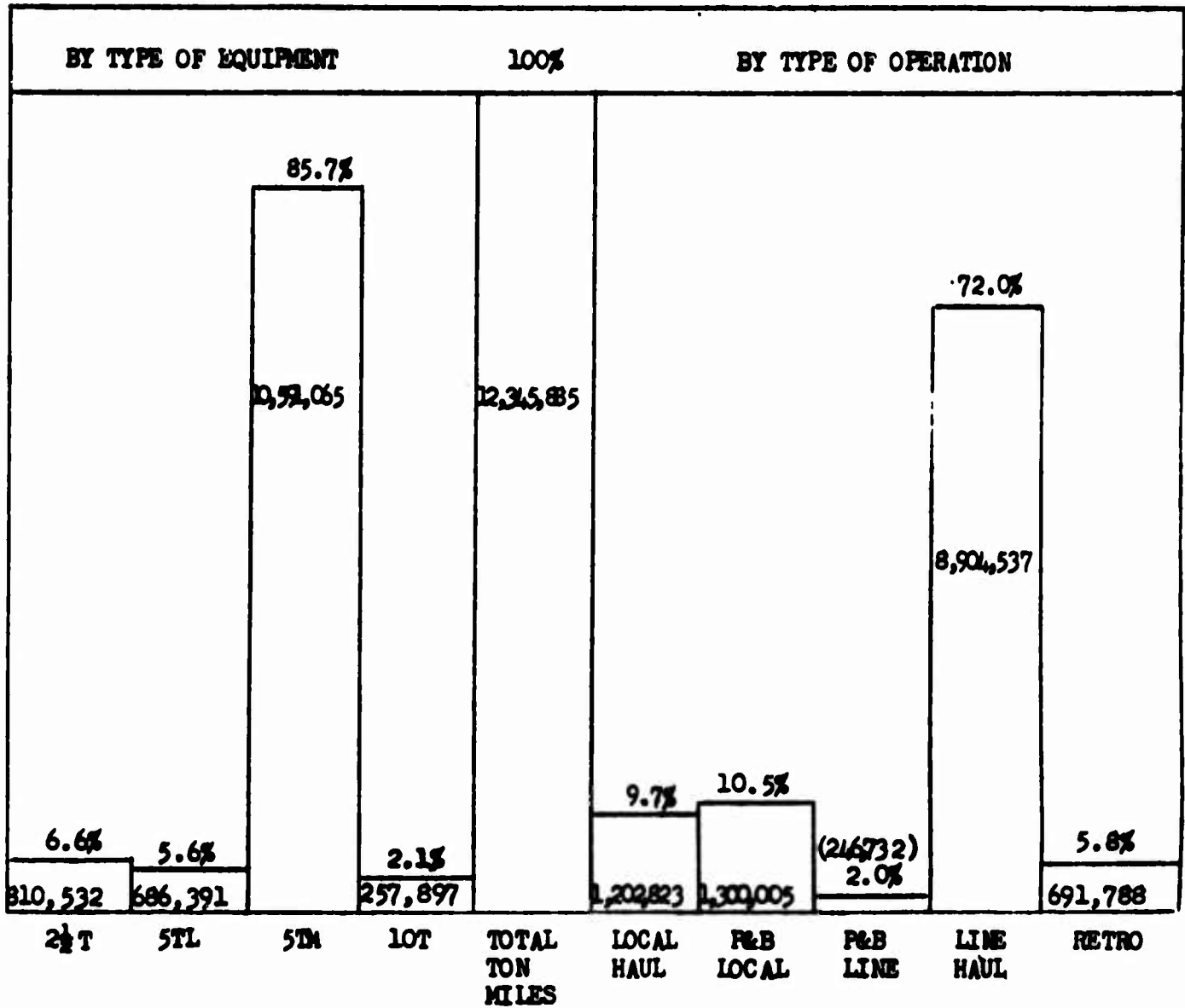


TONNAGE HAULED (CONT)
BY TYPE OF OPERATION
FOR QUARTERLY ENDING 31 OCTOBER 1969



AUG:					
22.2%	38.3%	1.7%	35.7%	2.1%	125,765
SEP:					
27.0%	35.9%	0.8%	32.8%	3.5%	148,475
OCT:					
24.4%	36.1%	0.6%	33.6%	5.3%	171,929

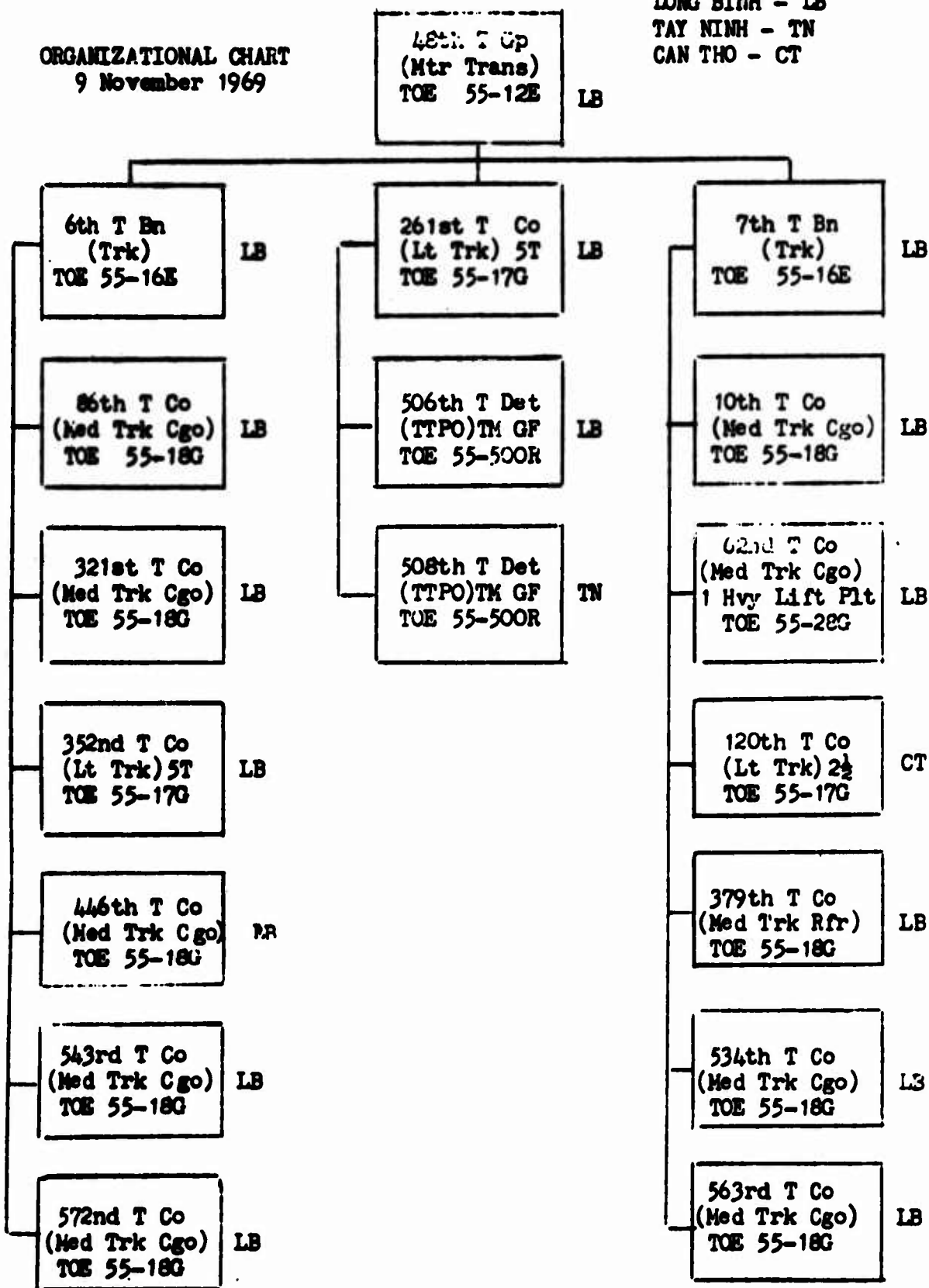
**TON MILEAGE
FOR THE QUARTER ENDING 31 OCTOBER 1969**



AUG:									
9.1%	2.6%	88.3%	—	3,983,950	8.9%	10.0%	1.9%	75.7%	3.5%
SEP:									
7.5%	9.3%	81.0%	2.2%	3,884,340	10.6%	8.1%	1.9%	74.4%	5.0%
OCT:									
3.2%	5.0%	88.0%	3.8%	4,477,595	10.2%	13.5%	2.4%	66.0%	7.9%

ORGANIZATIONAL CHART
9 November 1969

LONG BINH - LB
TAY NINH - TN
CAN THO - CT



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CO, 48th Transportation Group			
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